



MINUTES OF THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

Violet Varona-Lukens, Executive Officer
Clerk of the Board of Supervisors
383 Kenneth Hahn Hall of Administration
Los Angeles, California 90012

Chief Administrative Officer

At its meeting held September 14, 2004, the Board took the following action:

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The following statement was entered into the record for Supervisors Knabe and Burke:

“Over the past eight years, the City of Los Angeles and Los Angeles World Airport officials have proposed a Master Plan for expansion at Los Angeles International Airport (LAX). The current Master Plan and Master Plan Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will be presented before the Los Angeles City Council for a vote as early as late October. The Master Plan EIR/EIS is an unwieldy 12,500 page document that confusingly addresses five separate LAX expansion plans. If approved, the recently touted ‘consensus plan’ could conceivably allow officials to implement expansion improvements and push capacity at LAX from today’s 61 million annual passengers (MAP) upwards of 90 MAP without any further necessary environmental analysis.

“The Los Angeles County Board of Supervisors has been consistent in its stance on LAX expansion. The Board has supported resolutions to cap LAX growth at 78 MAP, with a formula to reduce gates at LAX once this level is attained, per the recommendation of the Southern California Association of Governments’ (SCAG) Regional Aviation Plan, and to support traffic mitigation, such as the Arbor Vitae on-ramp/off-ramp, diamond lanes for the 405 freeway LAX corridor north to the 10 freeway, and development of an off-ramp at Imperial Avenue. The Board continues to support a regional approach as a solution for future cargo and passenger expansion needs, allowing other airports in the region (Palmdale, Ontario, and the three Inland Empire airports) which want to grow, to do so.

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“In addition, the Board has provided a list of proposed improvements for LAX expansion compiled by our airport consultant, Andy Lazzaretto and Associates, who has extended the Board’s offer to meet and discuss our concerns about the shortcomings of the Master Plan EIR/EIS.

“We therefore recommend that the Board take the following actions:

1. Go on record in opposition to the Los Angeles International Airport Master Plan and Master Plan Environmental Impact Report/Environmental Impact Statement (EIR/EIS) based on the following reasons:
 - The recommendations and findings of the County Airport Land Use Commission hearings held on August 16, 2004 and August 25, 2004;
 - Baseline data in the EIR/EIS is almost 10 years old and is out dated;
 - Poor air quality and increased traffic impacts; and
 - Numerous environmental justice issues which have not been addressed; and
2. Instruct the Chief Administrative Officer to coordinate staff from the County Departments of Public Works, County Counsel, Regional Planning, and the County's airport consultant to appear at the upcoming City of Los Angeles Standing Committee meeting, chaired by Councilmember Tony Cardenas, and Los Angeles City Council meeting to state the Board's position on this important regional issue.”

The following statement was entered into the record for Supervisor Antonovich:

“In addition to the current LAX Master Plan and Master Plan EIR/EIS, Los Angeles City Councilmember Bernard C. Parks has proposed an alternative expansion plan for LAX. Councilmember Parks’ ‘Los Angeles International Airport Renovation and Enhancement Plan, E1’ addresses concerns raised by the Board of Supervisors.

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“Councilmember Parks’ plan does the following:

- Calls for the total rejection of current proposed plan Alternative D, also known as the ‘Consensus Plan’
- Calls for a regionalized approach to meet Southern California’s future air transportation needs;
- Caps LAX at 78 MAP;
- Provides for enhanced security provisions;
- Ensures Manchester Square will remain a part of the local community and not be destroyed for LAX enhancements;
- Calls for the Green Line to be extended to LAX; and
- Calls for the enhancement of the Bradley International Terminal to accommodate the next generation of jumbo aircraft.

“I therefore recommend that the Board, in addition to opposing the current LAX Master Plan and Master Plan EIR/EIS, urge that there be further study and consideration of Los Angeles City Councilmember Bernard C. Parks’ expansion plan for LAX known as, ‘Los Angeles International Airport Renovation and Enhancement Plan, E1.’”

On motion of Supervisor Burke, seconded by Supervisor Antonovich, unanimously carried, the Board took the following actions:

1. Went on record in opposition to the Los Angeles International Airport Master Plan and Master Plan Environmental Impact Report/Environmental Impact Statement (EIR/EIS) based on the following reasons:
 - The recommendations and findings of the County Airport Land Use Commission hearings held on August 16, 2004 and August 25, 2004;
 - Baseline data in the EIR/EIS is almost 10 years old and is out dated;

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- Poor air quality and increased traffic impacts; and
 - Numerous environmental justice issues which have not been addressed;
2. Instructed the Chief Administrative Officer to coordinate staff from the County Departments of Public Works, County Counsel, Regional Planning, and the County's airport consultant to appear at the upcoming City of Los Angeles Standing Committee meeting, chaired by Councilmember Tony Cardenas, and Los Angeles City Council to state the Board's position on this important regional issue; and
 3. Urged that there be further study and consideration of Los Angeles City Councilmember Bernard C. Parks' alternative expansion plan for LAX known as, "Los Angeles International Airport Renovation and Enhancement Plan, E1."

Later in the meeting, Los Angeles City Councilmember Bernard C. Parks addressed the Board.

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Copies distributed:

Each Supervisor
County Counsel
Director of Planning
Interim Director of Public Works